

LOCAL INTELLIGENCE

Tuesday, March 29, 1871.

IMPORTANT NOTICE

"THE SPIRIT OF DEMOCRACY."

\$2.00 PER ANNUM.

After the expiration of the clubs now

formed by our agents, and those

who have not yet been formed, we

will be glad to receive the names

of those who are desirous of

forming a club, and we will be

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glad to receive the names of

Problems, Puzzles, Enigmas, Riddles and Answers.

(For the Spirit.)

[133] ENIGMA.

I am composed of 11 letters.

My 5th and 11th are an ending name.

My 12th and 13th are a common noun.

My 2nd and 3rd are a common noun.

My whole reads the same backward as forward.

By Bingham.

(For the Spirit.)

[134] ENIGMA.

Form a sentence containing no more

than 34 letters, containing all the letters

of the alphabet.

Oscar.

(For the Spirit.)

[135] ENIGMA.

I am composed of 26 letters.

My 7th and 8th are a common noun.

My 10th and 11th are a number.

My 13th and 14th are a small animal.

My 16th and 17th are a pronoun.

My 17th, 21st, 23rd, 24th, 25th, 26th is a girl's name.

My 25th and 26th are a kind of metal.

My 25th and 26th are a kind of metal.

My 13th and 14th are a masculine gender.

My 12th and 13th are a State in the U. S.

My 10th and 11th are a boy's name.

My 3rd and 4th are a number.

My 14th and 15th are a part of a tree.

My 22nd and 23rd are a pronoun.

My whole is a place in the United States.

[136] ENIGMA.

I am composed of 14 letters.

My 12th and 13th are a river in the U. S.

My 11th and 12th are a river in Tennessee.

My 7th and 8th are a city in Georgia.

My 12th and 13th are a city in Alabama.

My 2nd, 3rd, 4th, 11th, 12th, 13th are a place in South America.

My 11th and 12th are a State in South America.

My whole is the name of a man who held an important position in the United States.

[137] ENIGMA.

I am composed of 26 letters.

My 4th and 5th are a girl's name.

My 12th and 13th are an animal.

My 25th and 26th are an article of furniture.

My 3rd and 4th are a town in Ohio.

My 10th and 11th are the capital of one of the Southern States.

My 15th and 16th are a city in Italy.

My 25th and 26th are a number.

My 9th and 10th are a fluid.

My whole is an expression of Patrick Henry.

By Bingham.

(For the Spirit.)

[138] ENIGMA.

A servant being ordered to lay

out equal sums of money in the purchase

of chickens, ducks and turkeys, and

to lay out as much money as possible, he

found that for every fowl purchased

more than was necessary to obey orders;

in the market he found chickens at 12 cts,

ducks at 30 cts, and turkeys at two prices,

75 cents and 90 cents, of which he im-

prudently took the cheaper. How much did

he forfeit by the transaction?

[139] A driver paid \$76 for calves

and sheep, paying \$3 for calves and \$2 for

sheep; he sold 4 of his calves and 3 of his

sheep for \$23, and in so doing lost 8

per cent. on the cost. How many of each

did he purchase?

[140] If 10 lbs of cheese be equal in

value to 7 lbs of butter, and 11 lbs of but-

ter to 2 bushels of corn, and 14 bushels of

corn to 3 bushels of rye, and 4 bushels of

rye to 1 cord of wood, how many lbs of

cheese are equal in value to 10 cords of

wood?

[141] If at a Presidential election,

the voting begin at sunrise, and end at

sunset, how much sooner will the polls

open at Eastport, Me., than at

Westport, Ore., Oregon, 124°

West?

[NOTES.]

Have "Tyro" and others retired from

the puzzle column? Oscar.

[Puzzles are testing. They will

come round; but, perhaps, not before

next winter. End Spirit.]

Answers.

[For the Spirit.]

88-I am surprised to see that "Phelix"

doubts the correctness of my answer to

Narrow Gauge Railroads.

These railroads are attracting a great

deal of attention at this time in this

country, and several are being constructed

where it would be impossible from the

nature of the country to build a railroad

in the ordinary manner. The gauge is

only three feet. Of course this class of

roads are not intended to take the place

of the wider gauge, but only to act as

auxiliaries of the main lines, or thorough-

fares, and to furnish transportation for

products, coal, minerals, and railroad

transportation.

Oscar.

"In Wales a large number of three

railroads are in successful operation, and

are found to yield 30 per cent profit on

the capital invested, which is certainly a

good return."

The passenger coaches used on these

roads are similar to street cars, the seats

being arranged in a line along each side.

The rate of speed is about 25 miles an

hour. The freight cars carry about five

tons each.

The cost of constructing such a road

in this country would not exceed \$5,000

per mile, and could be built for much less

if scattering with flat iron bars are used

instead of the iron rail. A road of this

kind could be built from Woodfield to

Clarington, along the valley of Sunfish

Creek for less money than a good Mac-

adamized road could be built.

The width of the grade would only be

from 6 to 7 feet wide, while in ordinary

railroad tracks they are from 14 to 20

feet wide, and as great speed and heavy

burden trains would not be an object, this

road could be built with curves of a small

radius; the grade could also be made

less than the ordinary railroad. The max-

imum grade might be increased 130 to 175

feet per mile for short distances without

inconvenience.

The maximum grade of the Baltimore

and Ohio Railroad is 116 feet to the mile.

On the Virginia Central Railroad, on the

mountain tract at Rockfish Gap, the

maximum grade is 205 feet per mile, and

the least curvature 234 feet radius on a

grade of 237 feet per mile; this slope is

12,500 feet long with an average grade of

257 feet per mile. Up this slope one engine

draws a load of 50 tons at the rate of 7

miles per hour.

The cost of grading could be greatly

reduced by avoiding heavy cuts and high

fills by making shorter curves and using

grades of grade in short distances, and at

the same time have sufficient speed to

make the trip to the river and back inside

of two hours running time. Such a road,

from Woodfield to Clarington, would

approximate the following cost:

Grading 20 miles at \$1,000.....\$20,000

Bridging and culverts.....15,000

40,000 ties 5 ft. long.....6,500

70,000 yds of iron railing at 25

lbs. per yd.—880 tons.....41,000

Laying track, etc.....3,000

Ballasting with gravel.....3,500

Engines.....5,000

Passenger car.....1,000

Freight trucks.....1,500

Engineering, superintending, and

other expenses.....2,500

Switches and water tanks.....1,000

Total.....\$100,000

This could be reduced \$25,000 by sub-

stituting 4 by 4 scantling for the iron

one-half inch by 3 inch ties, and using

the iron rails. These estimates would

probably vary in detail when a proper sur-

vey and location would be made while the

maximum cost would probably fall below

these figures.

At a future day I may give an estimate

of traffic and business of this road from

such statistics as I can gather.

N.

Narrow Gauge Railroad.

We publish in this issue a communi-

cation, from a citizen of Monroe Coun-

APPOINTMENT OF PASTORS.—The last

session of the Pittsburg Conference of

the M. E. Church appointed the follow-

ing ministers for this vicinity:

BARNESVILLE DISTRICT.—J. S. BRACK-

EN, P. E.

Barnesville: J. S. Lemmon.

Bridgeport: T. M. Hudson.

St. Clairsville: W. F. Lauck.

Bellevue: J. Mansell.

Fairview: J. Stevens.

Morrisville: J. E. Hollister.

Woodfield: B. F. Dezell.

Somerset: F. W. Vercken.

Hillsburg: E. A. Elliott.

Wendensburg: C. H. Felt.

Beallsville: W. F. Smith.

Hannibal: E. D. Holtz.

Clarington: To be supplied.

Centerville: Jos. Shaw, J. R. Cooper.

Moorfield: John Coll, E. Snyder.

Freeport: F. J. Sweeney.

Powhatan: M. Ingram.

Monroe: J. L. Wilson.

Zion: R. B. Mansell.

Sheriff CALDWELL sold several

tracts of land on the 25th inst. He

makes an excellent Sheriff.

AN ACT

To provide for the erection and maintenance

of "wharves" for the passage of fish over the

dams across the streams of this State.

SECTIONS 1. Be it enacted by the Gen-

eral Assembly of the State of Ohio,

That there shall be erected and main-

tained by the owner or owners of any

dams across any river or creek in this

State, a sufficient passage way, or chute,

for the passage of fish over such a dam,

or dams; which chute shall be kept open

and free for the passage of fish, by said

owner or owners.

Sec. 2. That whenever the owner or

owners, or occupant of any such dam

shall neglect